

WHAT'S NEW IN HANGAROA

Elections were held on the island at the end of October. Hangaroa's Mayor for the next four years is Pedro Edmunds Paoa who was re-elected by a landslide vote. The five town councilmen for the next four years are: 1st Concejal: Enrique Pakarati Ika; 2nd Concejal: Alberto Hotus Chavez; 3rd Concejal: Marcelo Pont Hill; 4th Concejal: Dr. Rodrigo Noran-bueno Marchant; and 5th Concejal: Claudio Cristino F.

El Mercurio de Valparaíso for 20 August reported that a young Rapanui islander was shot and killed by a Chilean guard who tried to prevent his escape from the Easter Island jail. The Intendente of the Fifth Region, Hardy Knittel, said that the Islander was being held in jail on misdemeanor charges including damages, injuries and forced robbery. The charges were being investigated by the Court of Letters of Easter Island. He was shot by 1st Corporal Amado Valenzuela when he and some others tried to escape. The shooting occurred at 3:15 a.m. while the Corporal was guarding an annex of the Easter Island prison. At that moment some prisoners tried to escape, among them the victim, Esteban Edison Tepano Pakarati, age 19. Intendente Knittel lamented the situation saying that "We are speaking of something that is strictly a police matter, but we certainly consider it very unfortunate. . . ."

FALSE ALARM OF TSUNAMI IN EASTER ISLAND, read headlines in *El Mercurio*, reporting on an earthquake with an epicenter located 670 km (406 miles) from the Island. At least four telluric earth movements of a magnitude close to 7.1 on the Richter scale occurred between 04:14 and 09:46 EDT in the ocean floor northwest of Easter Island. Because of the seismic movements, the island's satellite telephone system went out of service, raising alarm on the continent because no reports were available from the island. The Hydrographic and Oceanographic Service of the Chilean Armada noted that the quakes were not large enough to generate a tsunami. When communications were reconnected, Governor Jacobo Hey reported to the Region's Intendente that "all was tranquil" on the island.

El Mercurio de Valparaíso, 6 September 1996

An expenditure of more than 5 billion pesos (US\$12.2 million) that permitted the rehabilitation of the Mataverí Airport runway pavement and the completion of the first asphalt road on the island was celebrated on August 28th by the Ministers of Defense, Edmundo Pérez Yoma, the Minister of Public Works, Ricardo Lagos and the Commander in Chief of the Air Force, General Fernando Rojas Vender. These projects cost US \$12.2 million.

The work was finished three months ahead of schedule. The resurfacing of the runway at the international airport of Mataverí was carried out in three stages so that there was available some 1500 meters for the Boeing 727s of Lan Chile and the C-30 cargo planes of the Air Force to land. At 3,353 meters long and 45 meters wide, Easter Island has the longest runway in Chile.

The largest part of the investment was spent on the road from Hanga Roa to Anakena, some 4.881 million pesos (US\$11.9 million). The work, executed by the Department of Roads, extends a total of 16 kilometers, passing through the central part of the island in the North-South direction.

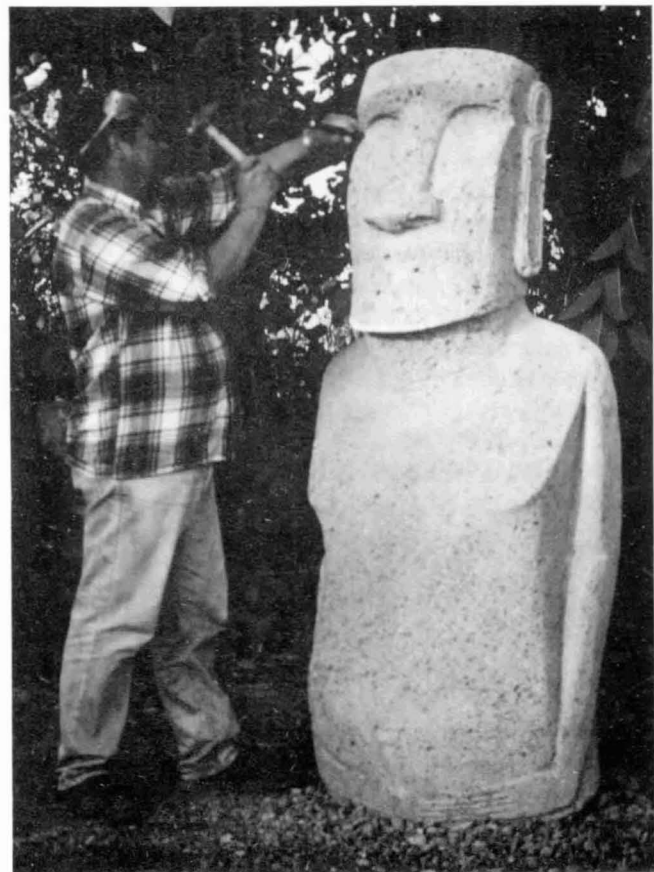
The Navy supply ship *Maipo* sailed on August 30 for Rapa Nui, carrying relief crews of Navy Infantry Guard for the military station on the island, as well as cargo. It arrived to the island in order to take part in the activities commemorating the 108th anniversary of Chile's taking of possession of Easter Island. For the anniversary, Commander in Chief of the First Naval Zone, Contra-admiral Hernán Couyoumdjian Bergamali, flew to the island in order to take part in the celebration.

The cargo included some vehicles and containers with general supplies for the island population. Also on board: a doctor and an orthodontist to provide medical and dental care for the population.

El Mercurio de Valparaíso, 27 August, 1996

Arte Cultural Rapanui

Sculptor Rafael Rapu Haoa, one of the more widely known sculptors from Easter Island, has recently completed a two-meter high basalt *moai* under a commission by a private party from Costa Rica. This *moai*, of a size often used for placement on an *ahu* in the past, is made from some of the best basalt material available on Easter Island rather than the



Rafael Rapu with his recently-made basalt *moai*.

Photo by Joan Wozniak.

softer Raraku tuff. Production of this *moai* required weeks of painstaking trimming of the basalt boulder selected carefully by Rapu for its integrity and durability. Hours spent shaping the boulder into an approximate *moai* shape was accomplished with electric and hand tools. It was then transported to the Rapu studio for finishing touches to produce a striking statue of traditional shape and proportion.

Rafael Rapu has sculpted other large *moai* previously. Rapu's 2.6 meter wooden *moai* of Tahitian *autra'a* wood now stands in the Museum of Puna Auea in Tahiti. This *moai* was made in 1985 during the Cultural exposition of the Fourth Festival of Art of the Pacific. A 1.2 meter stone *moai* was made several years ago for the Church of Latter Day Saints on Easter Island.

Rapu is internationally renowned for his sculpture. He participated in the Circum-Pacific Prehistoric Conference in Seattle in 1989 where he exhibited his carvings and presented a talk on his work. He showed his work at the Arte Cultural Exposición in Valparaíso, Chile, in 1991 and he has participated in workshops in Eugene, Oregon, and in Los Angeles, California. Rapu won first place as judged by a team of international judges during the 1983 Tapati Week Festival. He now serves as a judge for the works of art presented during recent Tapati art fairs.

Rafael Rapu has attempted to recreate other traditional forms known from very early carvings. These are recognized today as some of the best examples of Easter Island art forms from the 19th century or earlier. The gifted Rapu has also reinterpreted many facets of Rapanui art in a variety of media.

Joan Wozniak, University of Oregon

As a symbol of the Chilean government's intention to accelerate development on the island, a delegation of a hundred people, from government authorities to artistic groups, arrived to Rapa Nui in September to celebrate the 108th year anniversary of the annexation of Easter Island. The committee made the trip on board an Air Force jet which landed at Mataverí Airport where they were met by a welcoming committee headed by Governor Jacobo Hey and Mayor Petero Edmunds and a part of the 2800 inhabitants of the island.

Upon arrival, the Minister of Justice, Soledad Alvear, summarized the reasons for this unusual way of remembering the incorporation of Easter Island into Chile: "In recent years we have been able to appreciate a notorious increase of expenditures that, without doubt, signifies the priority that Chile has given to Easter Island in order to make us feel closer to one another" she explained. In this regard, she noted the money spent to lengthen the runway at Mataverí and pave the road from Hanga Roa to Anakena, both works inaugurated recently by the Minister of Public Works and the Minister of Defense. [Editor's note: The lengthening of the runway was, however, paid for by NASA some nine years ago.]

One of the novelties of this anniversary which aroused interest amongst the islanders was the presence of some 50 musicians, artists and painters. Included were the popular folk-rock group *Illapu*, the classical music sextet *Bartok Ensem-*

ble, and the medieval music of *Calenda de Maya*, plus painters Francisco de la Puente, Eduardo García de la Sierra, Rosario Vial & Consuelo Orb. These artists brought to the Island the experience "Painting with Children" a program provided by *Fundación Integra* in continental Chile.

The program included a Catholic Mass, the delivery of 30 titles of homes, a visit to the property where the new prison will be constructed, and the placing of a plaque that states that UNESCO has declared Easter Island as a Cultural Patrimony of Humanity.

El Mercurio de Santiago, 8 September 1996

A merchant ship carrying cargo for Rapa Nui was lost at sea on Friday the 13th of September. Five of the eight crew members of the *Praga* were rescued by the oceanographic ship *Vidal Gormaz*. The 32-meter *Praga* had just established a regular line of transport to Rapa Nui and recently made its second trip on that route. While 60 miles from Valparaíso, the overloaded ship heeled over in high seas when the cargo shifted. Waves were reported to be 4 to 5 meters high with winds of 35 knots.

The Argentine ship, *Presidente Sarmiento* was the first to arrive to the scene, but found only two inflatable lifeboats with six of the crew on board, and hundreds of objects from the cargo floating in the vicinity. All of the rescued crew exhibited degrees of hypothermia.

The rescue ship remained in the area all day looking for the three missing crewmen. Also assisting in the search was a naval plane which observed floating cargo that included tanks of propane destined for the Island, wood, and two more lifeboats.

The *Praga*, built in Norway in 1960, has flown a Chilean flag since November of last year, and was acquired by Roberto Peña of Rancagua (Chile) and his Rapanui wife, Florencia Araki, to establish regular cargo service from the continent to the island. They had received a bank loan of US\$ 150,000, but before then had rented it three times to carry cargo. Previously, islanders received only two shipments a year, and on occasions this led to problems of supply.

Included in the 263 tons of cargo (none of which was insured) was one vehicle. Peña has lived on the island for 23 years and owns a supermarket. Last month he said that they were about to test the market on the continent by shipping pineapples, avocados and bananas when these were out of season on the continent. He had been planning to change the ship's name to "Rapa Nui 1."

El Mercurio de Santiago, 15 September 1996

"If at first . . ." department: To remedy the lack of supplies occasioned by the sinking of the *Praga*, the motorship *Navarino*, of Naviera del Sur, Ltd., is taking approximately 230 tons of merchandise to the island. The cargo is mainly food but also includes four vehicles and a crane. A second trip by the *Navarino* will take place in mid-November.

El Mercurio de Valparaíso, 22 October 1996

Anniversary of a shipwreck

On Wednesday July 15th, 1896, the French boat *Apolline Emilie* approached Easter Island in a violent storm that was accompanied by fierce winds from the northeast. The ship was driven against the coast and wrecked. This year was the 100th anniversary of that tragedy, the first shipwreck to occur on the coast of Rapa Nui.

At that time, Merlot and Company had a concession on the island and had ordered cargo from France which was being brought by the *Apolline Emilie*. Fourteen crew members survived, including three Germans, ten Chileans and an Italian, Rafael Cardinali. Ten others were lost in the shipwreck including the German captain and the pilot. Cardinali, who was born in Tuscany in 1873, elected to remain on the island. The rest of the shipwrecked crew were transported to Valparaíso on the Chilean boat *Marjia Luisa*. Cardinali ended up working for the Merlot company and became integrated into the island community.

Camillo Branchi, the head of *L'Italia*, a newspaper from Valparaíso, visited Rapa Nui in 1933 and contacted Cardinali who showed him his house from which flew an Italian flag. Cardinali had a daughter, Maria Angela Carmen, who was born in 1918. The Rapanui knew her as Carmela Pakomio. She married Alberto Paoa and had 3 sons and 4 daughters. After becoming a widow, she remarried and had four other children.

Alberto, the eldest, was born in 1933. He was a giant of 2 meters and resembled his grandfather with light skin, blond hair and green eyes. At age 23, he—together with seven other islanders—organized a tragic adventure: they attempted to reach Tahiti in a small boat. They were never heard from again.

A great friend of padre Englert, Cardinali lived his last years in poor health. He was buried in the island cemetery, wrapped in the Italian flag as was his wish. The poet Guido Bonetta, of *La Calera*, exalted him in a poem. The name of the illustrious Tuscan was extinguished as he had no surviving sons but his descendants recognized him after his death. Samuel Cardinali, a former mayor of the island, as well as other members of the family, bear his name with pride.

El Mercurio de Valparaíso, August 1996

The Port at La Pérouse Bay

La Pérouse Bay as the site for a new port is being evaluated by the Minister of Public Works (MOP). Among a series of options under consideration is La Pérouse, on the northeast coast, 16 km from Hanga Roa. It is one of the major choices. Following the inauguration of the first paved route to Anakena beach, one of the obstacles to building a port at La Pérouse has been solved. The amount of US\$4 million would permit construction of a port 70 meters long and 7 meters wide that would join with a pier 70 meters long and 12.9 meters wide for the unloading of cargo.

A port at La Pérouse could receive boats of 1,000 tons at all times of the year. In actuality, the island needs an artificial port from which to receive cargo. The procedure today is to unload at Hanga Piko which only accommodates small cargo carriers. According to Minister Lagos, during the

year activities are suspended for 150 days owing to the strength of the predominate northwest winds. In practical terms, this situation lasts from May to October, which means that cargo can be unloaded only in March and December. An additional element is that if this port is built, cargo from the island such as bananas and pineapple can be exported cheaply to the continent.

Equally, the preliminary estimates made by the Dirección de Obras Portuarias states that cruise ships such as the *Europa* and *Maxim Gorky* could can unload passengers more safely than they now can at Hanga Piko.

The theme of the port for the island has been planned by diverse authorities as an initiative destined to be resolve problems and aid in the unloading of cargo, passengers and provide a safe harbor for fishing boats, factory ships and Navy ships.


Strong arguments against the port at La Pérouse are the impacts on the environment and the certain destruction of archaeological sites. Despite these potential impacts, La Pérouse continues to be the "front runner" for a port.

Twelve sites around the island have been studied for many years; these are, on the northwest coast, Punta Ana, Hanga Roa, Papa Haoa, Hanga Piko, and Mataveri Otai; on the south coast, Vinapu, Vaihu and Hotu Iti, and in the northeast coast, Anakena, Ovahe, La Pérouse and Taha Roa.

El Mercurio de Valparaíso, 8 September 1996

Correction: In Vol. 10(3):63 we described the completion of four manuals for learning the Rapanui language. Unfortunately we neglected to mention the names of the Rapanui teachers involved in this project: they are Francisco Edmunds Paoa, Virginia Haoa Cardinali, Catalina Hey Paoa, and Hilaria Tuki Pakarati, assisted by field linguists Nancy and Bob Weber of the Universidad Católica de Valparaíso and the Summer Institute of Linguistics.

BOOK REVIEWS

 *People of the Great Ocean. Aspects of Human Biology of the Early Pacific.* Philip Houghton. Cambridge University Press, Cambridge. 1996. Hard cover, 247 pages, plus references and index. Maps, tables, graphs; \$64. ISBN 0-521-47166-4.

Review by Georgia Lee

The focus of *People of the Great Ocean* is human biology of the first Pacific people and their adaptation to their environment. Houghton, a professor of anatomy and structural biology at the University of Otago, New Zealand, takes us through the nature of the Pacific environment and the sequence of settlement in Chapter 1. Chapter 2 considers the physique of Pacific peoples in terms of height and weight using the historical record, skeletal record, and measurements on the living. The variation in physique against a model of adaptation to a changing environment is examined in Chapter 3. Included here is a computer simulation of human survival at sea using data from Pacific meteorological records. In Chapter 4, the author considers the skeletal record